

May 22, 1957

25X1A9a

To: [REDACTED]

From: C. L. Johnson

Subject: U-2 PROGRESS REPORT

1. AIRPLANE STATUS

FOG Airplanes. The following airplanes have been delivered and are now on flying status with FOG.

361 6 December 56

362 12 December 56

363 19 December 56

364 18 February 57

365 6 February 57

366 31 January 57

368 4 April 57

370 19 March 57

371 4 April 57

373 3 May 57

374 10 May 57

The status of the FOG aircraft in flight test is as follows. Airplane 367 has been used for prototype C camera flight test but now it must be modified so that the production C camera will fit it. This will be done shortly after 6-24-57. It is then intended to use this article to test production C cameras as they are built. This will entail using article 367 until December.

Serial 368 has been accepted and has been used to check out ARDC pilots. The weather gear installation is incomplete in some respects due to lack of some weather equipment. The Radan in this ship has been flown and checked out satisfactorily. A voice recorder is being installed on this ship which makes use of the System I recorder.

25X1D (Serial 369 initial flight checks have been completed. Both Radan and [REDACTED] have been operated at 45,000 feet. FOG is agreeable to accepting this airplane whenever flight tests show that the basic airplane installation is correct even though all of the service type "bugs" are not out of the Westinghouse gear at this time.

25X1D Serial 372 has had satisfactory [REDACTED] flights although thus far it has not been higher than 45,000 feet. This ship flew with the [REDACTED] equipment all operating at once while being calibrated with a known sampler in a T-33 tip tank. They were calibrated three separate times. The calibration flights are now considered finished at this time. As soon as the equipment has operated correctly for a full cycle of eight hours at maximum altitude it will be operational. Note that [REDACTED] #1, #2 and #4 have been delivered. #5 and #6 are now in flight test.

Serial 375 has been delivered to Edwards Air Force Base and is awaiting release so that it can be flight tested. Serial

- 3 -

376 has been production flight tested to 45,000 feet. The Radan and ASN-6 gear has been operated but not completely checked out as yet. This aircraft has the revised System III which uses a new fin antenna developed for it. Antenna pattern measurements of the fin installation must be run.

2. FLIGHT TEST PROGRAM

The anticipated flight test programs are shown on the attached chart.

3. STATE OF VEHICLE & COMPONENTS

The pilot's face plate lower fastening device has appeared to be very marginal as a result of checks at various helmet pressures. Such an important item must be practically fool-proof. To improve upon this catch a locking bar has been devised and added to the face plate frames of the test pilots. Kits for other pilot's personal equipment have been sent out.

A few changes have been incorporated in the aircraft in this last period. These modifications are primarily of a minor nature but are necessary items that have become apparent with increased flight time on the aircraft. Chief among these are the following.

An improved method of sensing the position of the intercompressor bleed valve on the engine has been devised and flight tested. It is now incorporated in production and kits have

CURRENT FLIGHT TEST PROGRAM

	A/C	JUNE	JULY	AUG	SEPT	
C CAMEZA & MKI	367					12/20
25X1D	343					
[REDACTED] & BADAN	369					(
ASUG, BADAN & SYS II	376					
[REDACTED] 25X1D	372					
	372					
	372					
SYSTEM II	376					(
POD TANKS	351					
ARDC #1	368					
ARDC #2	377					
ARDC #3				10/18		1/12
FOU PRODUCTION FLIGHTS	375	379	381	383	385	387

been released. The older method would sometimes stick and so cause concern as to whether the bleed valve or just the indicator system was malfunctioning.

Small ram air scoops have been added to the outlets of the suction relief valves on the lower surface of the wing tanks. This alleviates the problem of having the low level warning light sometimes come on during a letdown when there actually is more than forty gallons of fuel on board.

Service flight test of the ARN-6 Radio Compass without its' pressurized environment has shown that the pressure bag is not necessary. It has been removed to gain a saving of four pounds.

The Mark III driftsight control is now arriving and five have been installed. The first production models indicated some wiring changes were required, but they are now satisfactory. This is a saving of thirteen pounds.

The provisions for recording voice on the System I recorder of airplane 368 are being kitted and made available for all FOG aircraft.

4. SPECIAL EQUIPMENT

Provisions in the FOG aircraft are shown in the attached table.

This is the present production plan. The items boxed in red

are those that must be delivered to the Contractor for inclusion

before delivery is desired.

5. COSTS

Estimated and actual costs to date are shown in the attached charts.

25X1D

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Next 1 Page(s) In Document Exempt

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